



Development Special Use Permit #2016-0010
2801 Cameron Mills Road – Fire Station 3

Application	General Data	
Project Name: Fire Station 3 (<i>Formerly Station 203</i>)	PC Hearing:	March 7, 2017
	CC Hearing:	March 18, 2017
	If approved, DSUP Expiration:	March 18, 2022
	Plan Acreage:	39,779 square feet (0.913 acres)
Location: 2801 Cameron Mills Road	Zone:	R-8
	Proposed Use:	Public Building
	Dwelling Units:	N/A
	Gross Floor Area:	15,407
Applicant: City of Alexandria Department of General Services	Small Area Plan:	North Ridge / Rosemont
	Historic District:	N/A
	Green Building:	Compliance with City's Green Building Policy

Purpose of Application

Request for a Development Special Use Permit with Site Plan for construction of a new fire station to replace the existing station.

Special Use Permits and Modifications Requested:

1. Development Special Use Permit with site plan for the construction of a new fire station to replace the existing station.
2. Special Use Permit to intensify/expand the existing noncomplying fire station.
3. Special Use Permit for a parking reduction of 10 spaces.
4. Modification to allow an accessory structure forward of the front building line.
5. Modification to the side yard setback to allow for the placement of a generator.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

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PLANNING COMMISSION ACTION, MARCH 7, 2017:

On a motion by Commissioner Brown, seconded by Vice Chair Macek, the Planning Commission voted to **recommend approval** of Development Special Use Permit #2016-0010 subject to compliance with all applicable codes, ordinances and other staff recommendations. The motion carried on a vote of 7-0.

Reason:

The Planning Commission agreed with the staff analysis. Discussion from the Commission

focused on construction and the temporary street closure. The Chair asked staff if responses to the issues and objections to the temporary street closure by the adjacent neighbors have been drafted and sent. Staff answered that specific responses need to be sent, though referred to a PowerPoint slide that details how construction and street closure impacts will be addressed or mitigated through DSUP conditions and the construction management plan. Commissioner Brown asked staff about the ability of a full-sized fire truck to maneuver on Pierpont Street if both sides of the street are parked. Staff asked the project engineer to study the turning movements for a fire truck that is entering or exiting the site from the Pierpont Street curb cut in this scenario. The turning movement study found that a truck can fit on the street if both sides are parked with larger consumer vehicles. Commissioner Brown also commented that the block of Monticello Boulevard directly south of the station is the best location for any necessary overflow parking for the station because there are no houses located on this block.

The Commission also discussed the location of the generator and its potential impacts. There was general agreement concerning the viability of its location, though questions were asked about how often the generator would run, and its noise impacts. Battalion Chief Michael Cross told the Commission that the generator would run once a week for approximately 30 minutes around mid-day, and once or twice a year (as necessary) for emergencies. The project architect responded to the Commission regarding generator noise, noting that the generator will have a “level 2” enclosure that reduces the noise level from 92 (no enclosure) to 76 decibels at around 23 feet from the generator.

The Commission also noted the public benefits of the new station, and the public engagement process that warranted the letter of endorsement of the project from the North Ridge Citizens’ Association. Commissioner Koenig commented on the rejuvenation of the site with a new civic structure, and that the site and building design fits into the general scale of the neighborhood, which received general agreement from the Commission.

Speakers:

Jennifer Dougherty, of Pierpont Street, addressed her concerns with the project. She noted to the Commission that as an adjacent neighbor to the fire station property, she was alerted of some information – including the location of the generator – only when the staff report was released for the hearing. She noted that the project team and the City have been available and listening to neighbor concerns through the duration of project review and refinement, though she still has some concerns. Her concerns include generator noise, parking of construction workers and fire and emergency personnel on Pierpont Street, noise during shift change and ladder truck refueling. She requested to know the process to obtain a double-wide curb cut for her driveway, so she can park all of her cars on site. She also asked that the City address with ACPS the need to arrange for the special needs child on the block to be picked up for school with a smaller bus or van. She also had concerns about vibrations during construction.



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#2016-0010
2801 Cameron Mills Road**



I. SUMMARY

A. Recommendation

Staff recommends approval of the request to construct a new fire station on the site of the City's existing Fire Station 3 with a Development Special Use Permit with Site Plan (DSUP) and associated special use permits and modifications, and subject to compliance with staff recommendations. The proposal provides a number of benefits for the City and surrounding neighborhoods, including:

- A modern state-of-the-art fire station that will accommodate fire and emergency response vehicles, equipment and services for the next 50 years;
- A building of high-quality design and civic architecture that respects the residential character of the neighborhood;
- New landscaping and tree and bioretention plantings in the yards facing Monticello Boulevard and Pierpont Street, and 6-foot sidewalks along those street frontages; and
- LEED Silver (or equivalent) for green building design.

B. General Project Description

The applicant, the City of Alexandria Department of General Services (DGS), requests approval for the construction of a new two-story, two-and-a-half bay fire station on the site of the existing fire station at 2801 Cameron Mills Road. The existing station, constructed in 1948, will be demolished and replaced with a modern facility that will accommodate two full-size fire trucks, an ambulance for a medic unit, and up to approximately 12 firefighters and/or emergency personnel. A temporary station will be operational during construction and will be located in the right-of-way of Pierpont Street, north of its intersection at Monticello Boulevard.

The applicant is requesting the following approvals with this project:

- Development Special Use Permit (DSUP) with Site Plan and including the construction of a new and expanded fire station to replace the existing station;
- Special Use Permit to intensify/expand the existing noncomplying fire station;
- Special Use Permit for a parking reduction of 10 spaces;
- Modification to allow an accessory structure in the required side yard; and
- Modification to allow an accessory structure forward of the front building line.

Key issues that were considered in the staff analysis of this proposal and discussed in further detail in this report include:

- Operation of the fire station during construction and location of the temporary fire station
- Location of curb cuts and construction entrance
- The impact of construction and site operation on adjacent residences

- Architecture and site design – specifically that the fire station will fit into the residential character of the neighborhood
- Landscape and streetscape improvements
- Engagement and input from the Fire Department and residents

II. BACKGROUND

A. Site Context

The 0.91-acre site of the fire station is bordered by Cameron Mills Road to the west, Monticello Boulevard to the south, Pierpont Street to the east, and single-family houses to the north. The site is considered to have three front yards (east, south and west) and one side yard (north). The fire station is located in the North Ridge section of the City, and within the North Ridge / Rosemont Small Area Planning boundary.

The project site is currently occupied by the existing 5,910 square-foot fire station, which was constructed in 1948. The current station features two drive-in apparatus bays with sleeping quarters located above and offices to the south of the bays. The apparatus bays cannot fit the City's current fleet of fire trucks, some of which have to be stored on the driveway in front of the bays, or on the street. The current station also is unable to accommodate the increased number of full-time personnel that must man the station in order to maintain an adequate level of service for this portion of the City.

The front entrance of the building is currently oriented toward Cameron Mills Road, with the proposed fire station maintaining the Cameron Mills main entrance. The site faces single-family houses from its Cameron Mills Road and Pierpont Street frontages, and across its side yard to the north. The fire station faces the Westminster Presbyterian Church and its parking lot to the south across Monticello Boulevard. Most of the housing and institutional buildings in the immediate vicinity were constructed in the mid-20th Century in the Colonial Revival style, like the existing fire station.

The development site is generally flat, though slopes slightly downward toward the southeast of the site. The existing "L"-shaped fire station sits at the northwest portion of the site, and is connected to the street grid through the drive-in bays and walkway onto Cameron Mills Road, and a parking lot located through the center of the site, through a curb cut onto Monticello Boulevard. The remainder of the site consists of green space, including several old-growth trees ranging from good to poor in health.

B. Authorization and Procedural Background

In 2005, the City commenced a comprehensive physical conditions assessment for its existing fire stations. Baker and Associates, an independent architectural-engineering firm, was contracted to conduct these assessments. The results of this assessment classified Fire Station

203 (now Fire Station 3) as below standard for physical condition, and that renovation was not economically feasible because of the existing structural constraints. The assessment recommended demolition of the existing structure and construction of a new facility on the site.

In 2008, another study was completed that evaluated resource locations, staffing and facilities. TriData, an independent public safety consulting firm specializing in management studies in fire protection and emergency medical services, was contracted to provide an assessment on the Alexandria Fire Department's (AFD) resources and staffing. The results of this study identified that many of AFD's facilities, including Fire Station 203, are not large enough to accommodate modern fire apparatus and the people providing emergency service from these facilities.

In 2008, City Council authorized funding in the Capital Improvement Program (CIP) to replace Fire Station 203. In 2010, program and schematic design development was prepared in order to put forth Requests for Qualifications (RFQ) and Requests for Proposals (RFP) solicitations for qualified architectural and engineering services. In February 2015, the City issued RFP 00000515 for architectural, engineering and construction administration services for this project. The RFP submissions were evaluated and scored, and finalists made oral presentations. The contract for architectural services was awarded to the firm Wheeler Goodman Masek (WGM). In May 2016, the City issued a RFQ 0000609 for construction manager at risk with a guaranteed maximum price. The RFQ submissions have been reviewed, but a contract has not been issued because the structural plans have not been completed to determine construction and materials costs.

C. Project Evolution

The project design has evolved over the past calendar year, with changes to the architecture and alterations to the site layout. The project architect, at the direction of Planning and Zoning (P&Z) staff, initially studied design concepts for the new fire station that took cues from the surrounding residential neighborhood. After reviewing the initial design concept in early 2016, P&Z felt uncomfortable with pursuing a Colonial Revival residential design for a building that would be nearly triple the footprint of the current station. During the Concept and Completeness review, the architect worked with P&Z staff and AFD and DGS to create a schematic design for the new station and redesign the building to resemble a more contemporary institutional building, with flat roofs and simple building forms faced with brick and other materials. After receiving feedback from neighborhood residents who preferred a more residential-looking building with Colonial Revival elements, the architect and City staff restudied the design scheme and created the current iteration of the building design, which features a red-brick façade, high-pitched roofs and traditional window patterns.

The site layout evolved based on neighborhood concerns and maximizing the functionality of the building. The project team and City staff worked to balance the needs of the Fire Department and the adjacent neighborhood in site design, while taking into consideration that the site has three front yards with little "back of house" area to place utilities or refuse facilities. In the first Concept submission, for instance, the generator pad and dumpsters were located in the side yard close to the residents to the north. In subsequent submissions, the generator moved adjacent to

the northern portion of the proposed building, while the dumpster area was initially shifted to the Pierpont Street front yard, and then to the east of the building, separated from the building wall by a 5-foot walkway. During the Preliminary Site Plan review, City staff worked with the project team to redesign the site to allow for two drive-through bays by realigning the parking lot on the east portion of the site.

D. Detailed Project Description

The proposal put forward by DGS is for the construction of a two-and-a-half bay fire station on the site of the existing station. The new building will be two stories tall with approximately 15,407 gross square feet of floor area. The facility will be able to accommodate 12 on-duty personnel, an increase from six personnel at the existing station. Two of the apparatus bays will be drive-through, from Pierpont Street to Cameron Mills Road and will be large enough to accommodate modern fire apparatus trucks. The third (half) bay will be reserved for the medic unit located at the station. A loading space for trash pick-up and 13 of the 14 parking spaces will be located in the parking area accessed from Pierpont Street, while the remaining space (which is an accessible space) will be located by the front entrance by Cameron Mills Road.

The bays will be flanked on the north by the one-story rectangular apparatus support area and generator. The support space will feature equipment storage spaces and a decontamination room. The generator, to be located in the side yard adjacent to the fire station, will be powerful enough to maintain power and operations for the fire station during power outages.

Flanking the apparatus bays to the south is the two-story portion of the station that will contain administrative and functional spaces for the fire and emergency personnel. The first floor will feature the watch room overlooking the apparatus bays from the west of the site, offices, and living and support spaces for personnel. There will also be an open community vestibule that will remain unlocked and provide access to a public restroom. The second story contains sleeping quarters, lockers and shower facilities for on-the-clock personnel. The trash area that serves the station will be located to the east of the first floor of this portion of the building, in the southwest corner of the parking area.

Ingress, egress and circulation through the site will generally remain in its current configuration. The primary motor vehicle (fire truck, ambulance and personal vehicle) entrance to the site will be located on Pierpont Street, which will lead to the drive-through bays, 13-space parking lot, loading and trash areas. The main entrance for the fire station will remain on Cameron Mills Road, which will be the location of the public entrance to the building, and feature one accessible parking space and the curb cut that will serve the main fire truck and ambulance exit for service calls. The existing curb cut entrance to the fire station site along Monticello Boulevard will be removed after construction.

The amount of building and impervious coverage will be increasing with the new fire station. To offset the impacts of a larger development footprint than the current site configuration, the City will make site and streetscape improvements. Sidewalks on all three frontages will be widened to at least 5 feet (including 6 feet along Monticello Boulevard and Cameron Mills Road south of the

driveway apron). One of the larger white oak trees at the eastern portion of the site will remain after construction, and nearly 50 trees and shrubs will be added to the site in the eastern, southern and northwest portions of the site. Several of these trees will be located along the edges of the site by the sidewalk, and will serve as street trees, though will be located on the fire station property.

As described in greater detail in the Section IV below, Special Use Permits are requested for the expansion of the fire station in a residential zone where it is a noncomplying use, and a parking reduction of 10 spaces, based on site constraints and staffing needs. Additionally, modifications are requested for the allowance of the dumpster and enclosure to be located forward of the building line on the east side of the building, and for the allowance to place a generator in the side yard, at the north of the site.

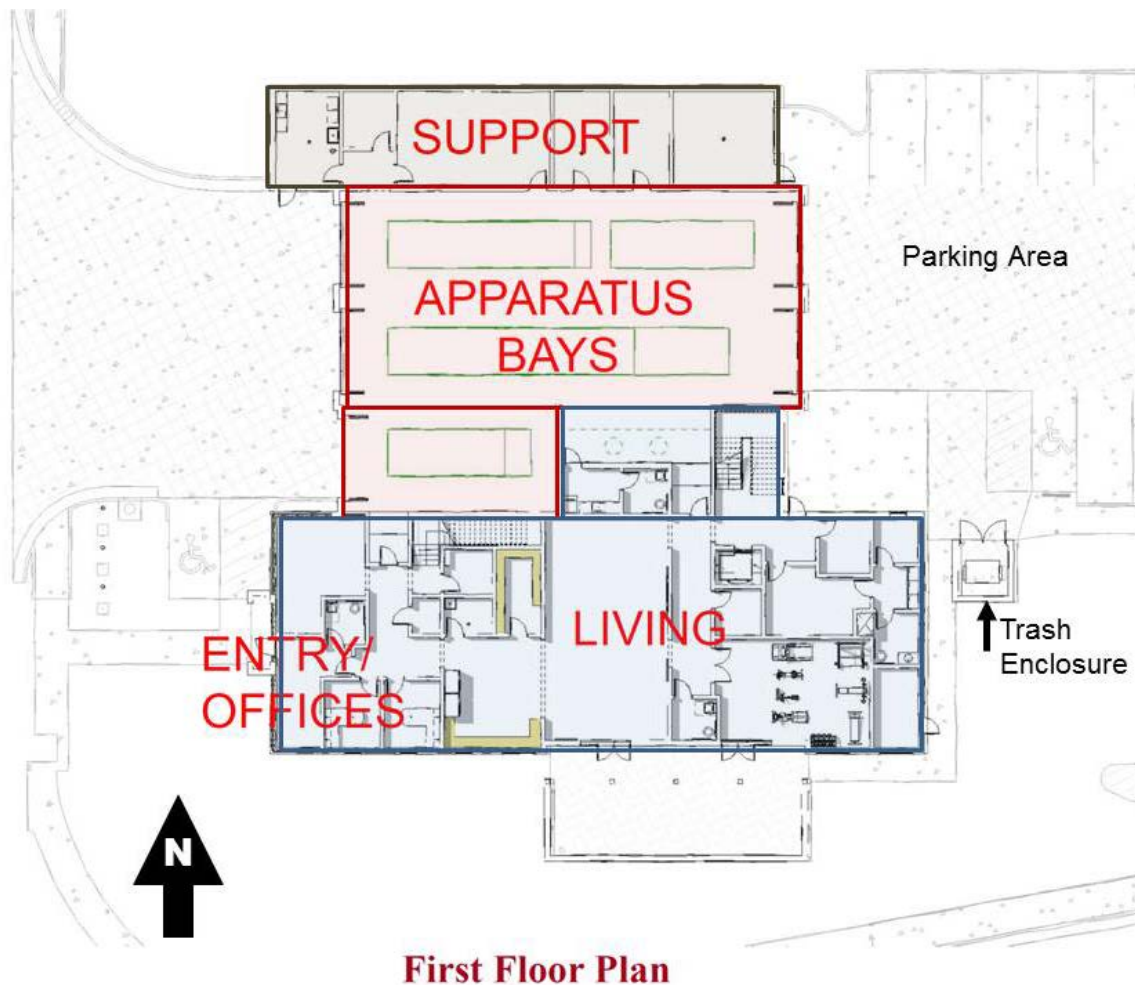


Figure 1 - Building Plan with the Three Sections of the Facility Highlighted

E. Construction and Temporary Station

The existing building will be fully demolished, and the new fire station will be constructed on the same (western) half of the site, and will be constructed “slab-on-grade,” with no underground level. The existing curb cut and parking area accessed from Monticello Boulevard will serve as the construction entrance to the site, and construction staging will occur on the site.

If approved, overall construction would be completed in four phases. Phase I will provide temporary facilities for providing emergency services during the construction. It is anticipated that this phase will occur in late winter 2018. Phase II will raze the existing structure. It is anticipated that this phase will occur in late winter or early spring 2018. Phase III will incorporate site preparation and construction of the new building. It is anticipated that this phase will occur from spring 2018 through early winter 2018 or late winter 2019. And, Phase IV will remove the temporary emergency services facility, possibly occurring in late winter 2019.

During the approximately 18-month construction period, fire and emergency service operations must continue. In order to main current levels of service, the Fire Department proposed the use of Pierpont Street as the location of a temporary fire station that would accommodate one fire truck and one ambulance. In order to accommodate this request, the block of Pierpont between Monticello Boulevard (to the south) and Crestwood Drive (to the north) would be closed to through traffic. The temporary station would occupy the roadway of Pierpont north of its intersection with Monticello and extend north along the fire station property frontage.

Discussion of the functionality, impacts and decision-making process behind the temporary fire station and street closure can be found in Section VI, subsection B. of the report.

III. ZONING

Property Address		2801 Cameron Mills Road
Total Site Area		39,779 square feet
Zone		R-8/Single-family
Current Use		Public Building
Proposed Use		Public Building
	Permitted/Required	Proposed
FAR	0.35	0.35
Height	35 feet	32 feet at midpoint of roof
Front Setback	30 feet	Cameron Mills: 31 feet Monticello: 30 feet Pierpont: 94 feet

Side Setback	25 feet or 1:1 height to setback ratio	25 feet* <i>*Generator is located to the north of the building, 13 feet from side property line</i>
Open Space	No requirement	14,603 square feet (36.7% of the site)
Parking	24 spaces <i>(based on one space per 450 square feet of governmental office in Parking District 2)</i>	14 spaces
Loading Spaces	No requirement	1 space

IV. STAFF ANALYSIS

A. Building Design

The design of the proposed station reflects the colonial revival architecture of the neighborhood and existing fire station, and is accommodating to the current and future needs of the Fire Department. The station was designed “inside out” – the project architect worked with personnel in the Fire Department (AFD) and General Services (DGS) during the first half of 2016 to identify the necessary spaces and components of the station that reflect its proposed layout. The three-part layout of the station (vehicle bays, support/storage space, office/personnel space) was designed to separate distinct functions of the fire station, while pursuing a compact footprint as possible to allow for quick access for fire personnel to the fire and emergency vehicles, and to confirm to the 0.35 floor area ratio (FAR) allowed for in the R-8 zone.

The building design aims to reconcile the large footprint required to accommodate a modern fire station with an architectural style that is reflected by the mid-century Colonial Revival single-family houses and more-compact institutional buildings in the neighborhood. The station will be faced with two shades of red brick, featuring vertical soldier course of brick that wraps the building face 9 feet above grade. Viewing from Cameron Mills, which serves as the primary frontage, the building massing features two smaller, flat-roofed sections of the station (support wing, medic ambulance bay) inserted in an alternating fashion with the gable-roofed drive-through bays and two-story office and living quarters portion of the station. The gabled portions of the station have roof pitches that match the existing fire station gable (9/12 pitch). The southern two-story wing of the station features a second-story gable that is “nested” in the first-story gable, which breaks the horizontal mass of the southern façade. The northern side of the drive-through bay gable and the gable on the southern façade will have dormers. The southern portion of the station will contain a ground-floor patio for on-the-clock personnel. The western façade will feature the public entrance to the station, which is marked by an embedded seal above the entrance and a more contemporary window pattern to each side of the entrance, which relates to the bay doors.

The station will measure a height of 32 feet from the midpoint of the roof of the two-story building section, and less than 25 feet from the midpoint of the roof over the drive-through bays. The proposed building will have a larger footprint than the current station, though the limited FAR (0.35) allowed in the R-8 zone helps to minimize the impact of the building on neighboring properties, and relate to neighboring institutional uses, including Westminster Presbyterian Church, and George Mason Elementary School.

B. Temporary Station and Street Closure

During construction on the new station, it is imperative from the City's standpoint to maintain the current levels of fire and emergency services to the community. The service area for Station 3 (based on the industry-standard four-minute travel time area) covers large portions of the neighborhoods of North Ridge, Parkfairfax, Arlandria and Del Ray. Please see Attachment 1 for the Station 3 Four-Minute Travel Time Area map.

Due to construction activities, the fire station site will not be able to adequately accommodate a temporary station. AFD and DGS conducted a survey of potential locations for a temporary fire station (see Attachment 2), the sites of which consisted mostly of parking lots in the area (including the lot at Westminster Presbyterian Church across the street from the station). A location for the temporary station was not able to be secured within a close enough distance to maintain the current 4-minute service area.

To retain fire and emergency operations close to the site, the project team agreed the best course of action is to place temporary apparatus bays and trailer for personnel in the roadway of Pierpont Street adjacent to the fire station site. The temporary station on Pierpont Street will consist of a covered structure with two bays that will house one fire truck and one medic unit ambulance. The structure will measure approximately 55 feet long by 30 feet wide. Located behind the bays will be a temporary double-wide trailer facility for fire and emergency personnel, measuring 60 feet long by 28 feet wide (with the length extending westward into the site). The bays and temporary facility will occupy approximately half of the frontage of the station on Pierpont Street. Figure 2 shows the location, components and dimensions of the temporary fire station.

Several residential properties will be directly affected by the placement of the temporary station in Pierpont. Three properties (2808 and 2809 Pierpont Street and 610 Crestwood Drive) have driveways that are accessed via the affected block of Pierpont Street. These residents will have access to their driveways, though will have to enter or leave their properties via Crestwood Drive or Pierpont Street north of Crestwood. The residence at 525 Monticello Boulevard will be directly impacted by the proximity of the temporary apparatus bays located in the Pierpont Street right-of-way, which will be located as close as approximately 50-60 feet from the closest portion of the house. Pierpont Street terminates at Monticello Boulevard to the south, so general north-south motor vehicle navigation in the neighborhood will not be greatly impacted.

AFD and DGS have discussed the possibility of closing this block of Pierpont Street to through traffic with the Department of Transportation and Environmental Services (T&ES) for much of

the past year. T&ES generally does not support long-term street closures as a policy, and will not object to a temporary street closure in this case based on the following:

- Written support (or no stated objection) from the property owners that have driveway access on the affected block of Pierpont Street.
- Regulation of the closure and use is through the T&ES right-of-way permit process. Evaluation of the project needs and closure will be addressed throughout the project duration through the permit process.
- Details of the street closure and temporary station outlined and illustrated in the construction management plan, submitted during Final Site Plan. Final maintenance of traffic requirements will be determined with the T&ES right of way permit process.

AFD and DGS have reached out directly to the affected neighbors, including through visiting the adjacent residences to discuss the details of the temporary street closure. Communication with the neighborhood has been consistent from the City over the past year, through the several scheduled community meetings (see Section V. below), and more informal phone, email and in-person discussions with the residents abutting the Fire Station property. Discussions with residents have helped the City compile and address potential impacts in planning for the temporary station. These include:

- Mitigating light, noise and locational impacts on the residence directly to the east of the temporary station. The project team will explore designs and materials that will help to dampen light and noise pollution to the adjacent property.
- Establishing the existing curb cut on Monticello Boulevard as the construction entrance for the site.
- Confirming continuous sidewalk access on the east side of Pierpont Street adjacent to the temporary station during construction.
- Arranging with ACPS to confirm that any school buses that need to turn right onto Pierpont Street from Crestwood Drive will be small enough to be able to make a “K-turn” on Pierpont Street to return to Crestwood.



Figure 2 - Temporary Fire Station

The staff of P&Z and T&ES will continue to work with DGS, AFD, the project engineer and construction manager through the Final Site Plan and construction process to assure the temporary station functions with minimal community impacts, and to the specification of the Conditions outlined in Section VIII.

C. Conformance with the Small Area Plan

Station 3 is covered within the North Ridge / Rosemont Small Area Plan (SAP), adopted in 1992 (as amended). In “Map 2 – Existing Land Use” in the SAP, the fire station site is marked as “Institutional,” along with Westminster Presbyterian Church, George Mason Elementary School, and Trinity United Methodist Church, which is located two blocks north at Cameron Mills Road and Allison Street. In “Map 7 – North Ridge / Rosemont Land Use as Amended,” the station, along with Trinity United, are listed as “Residential Low,” while Westminster and George Mason retain the “Institutional” label. None of the above mentioned properties were noted in the “Map 8 – Proposed Land Use Changes,” which calls attention to specific properties that are supported to undergo a change in land use in the future.

As shown in Table 1 below, the City’s fire stations are designated in the respective Small Area Plans as commercial, institutional and residential uses (if specified). The fire station has also existed at the site since the late 1940s, and was built concurrently with (or predates) much of the neighborhood and the use is not changing on the property. Additionally, the proposed site layout

of the fire station furthers one of the four goals of the SAP, to “ensure preservation of existing open space.”

Table 1 – Zoning and Land Use Designations of City Fire Stations

Station*	Zoning	Permitted Use	Small Area Plan	Land Use Designation
Station 1 - Old Town	CD	Special Use as a Public Building	Old Town	Commercial
Station 2 - Del Ray	R-2-5	Noncomplying Use**	Potomac West / Mount Vernon Ave. Business Plan	Residential Low / Not Specified in Mount Vernon Ave. Plan
Station 3 - Beverly Hills	R-8	Noncomplying Use**	North Ridge / Rosemont	Residential Low
Station 4 - Powhatan Park	RB	Noncomplying Use	Northeast	Institutional
Station 5 - Rosemont	RB	Noncomplying Use	Braddock Road	Not Specified
Station 6 - Seminary Valley	R-8	Noncomplying Use**	Seminary Hill / Strawberry Hill	Institutional
Station 7 - Cameron Valley	R-20	Noncomplying Use**	Taylor Run	Institutional
Station 8 - Landmark	CG	Special Use as a Public Building	Landmark / Van Dorn	Institutional
Station 9 - Potomac Yard	CDD#10	Permitted as a Community Facility	Potomac Yard / Potomac Greens	CDD
Station 10 - Eisenhower Valley	OCM(100)	Special Use as a Public Building	Eisenhower West	"Existing Building"

* Stations Formerly Designated as "Station 20_"

** In this zone, "Noncommercial, not-for-profit facilities, including indoor and outdoor recreational facilities and community centers, designed to serve the neighborhood" are permitted as Special Uses.

The proposed fire station is a continuation of an existing use that has been documented in the SAP. The continued location of the fire station on this site has been supported by the City and neighborhood residents and is integral to providing necessary public safety services in this portion of the City. Fire stations and similar public buildings are sited in residential neighborhoods in order to serve these neighborhoods and advance the public safety goals of the City. Furthermore, the building scale and site layout of Fire Station 3 must relate to the residential character of the area, as guided through the residential zoning of the site (R-8 zone).

D. Conformance with City Policies

Green Building Policy

Consistent with the City’s Eco-City Charter and Green Building Policy, the proposed fire station is designed to achieve a minimum LEED Silver rating, and attainment of this level is included as a condition of approval for this project.

These initiatives will be finalized during the Final Site Plan review. Staff plans to work with the project team to implement further “green” building and site improvements, including the use of pervious pavement for parking spaces and on-site walkways, and redesigning the paved and open area between the dumpster location and the building at the eastern portion of the site.

Public Art and Affordable Housing Policy

Public buildings are exempt from the City’s Public Art Policy and Affordable Housing Policy.

E. Open Space & Site Improvements

The existing fire station has a compact footprint located on a relatively small portion of its nearly 1-acre site, which allows for large areas of continuous greenspace. The enlarged footprint of the proposed facility will not allow for the same amount of impervious areas and open space, though the proposed site layout will still allow for wide and continuous areas of open space along the site frontages and side yard to the north of the site. There is no open space requirement for non-residential uses in the R-8 zone, though the proposed site layout will provide approximately 14,600 square feet of open space, which is nearly 37 percent of the site.

The project team has worked with City departments over the course of the Concept and Preliminary reviews to design the open space areas. Amenities include:

- An approximately 1,000 square-foot patio area adjacent to the southern frontage of the facility which will serve on-duty personnel. The patio will be open to the sky, and be laid with open joint pavement blocks for stormwater management purposes.
- Plantings that will line the site, including significant numbers of shade and ornamental trees. The proposed plantings will help to soften the visual impact of the building footprint, while maintaining the “park-like” configuration of the existing site layout and the benefits of a dense canopy. Staff will work with the project landscape architect and engineer during Final Site Plan to refine the planting schedule as needed. More information on the plantings and proposed canopy is located in the subsection D. of Section II of the report.
- The southeast portion of the site will be served by a stormwater bioretention facility that will feature trees and other plantings. The bioretention facility will be located at the lowest portion of the site, and will be connected to a trench drain at the east curb cut that will collect stormwater flowing eastward through the parking lot.
- Sidewalks will be widened to 6 feet along all frontages (Cameron Mills, Monticello and Pierpont) south of the curb cuts for the driveways, and 5 feet above the curb cuts to better match the existing sidewalk network to the north. The 6 feet on Cameron Mills Road improves the sidewalk width for a designated “Safe Route to School” for George Mason Elementary. The existing planting strip widths will remain to better integrate the new sidewalks with the existing network. Street trees will be placed at the edges of the property inside of the sidewalks.

Additionally, staff will work with General Services and the project team to implement pervious paving for internal sidewalks and the parking spaces, as well as design the paved area located to the east of the building close to the loading area.

P&Z staff worked with the project team to maintain the existing tree canopy on the site. An arborist was hired, who graded most of the trees on site in “fair” or “poor” condition. Staff identified a cluster of three shade trees located at the southeast portion of the site that were not located in the proposed building footprint or parking area as trees to be saved. However, only one of these trees, a white oak, is in a sufficiently healthy condition to save during construction. The remaining canopy and landscaping will be augmented by the tree plantings mentioned above.

F. Parking & Loading

The parking and loading facilities on the site are located on each side of the drive-through apparatus bays, accessed from Cameron Mills Road and Pierpont Street. The parking area located directly to the west of the main entrance facing Cameron Mills contains one accessible parking space. The main parking area, located to the east of the facility contains 12 parking spaces (including 10 “extra-large” 10’ by 20’ spaces), a loading space that leads to a dumpster enclosure, and a loading area for the storage space in the apparatus support area of the building.

The loading space and dumpster enclosure are located between the building wall and the parking spaces on the south side of the parking lot. City refuse trucks will access the loading space through the parking area and back into the front load dumpster and enclosure area.

Discussion of the parking reduction and its impacts is in the Special Use Permits subsection below.

G. Traffic

The new station will accommodate no more than 12 personnel on a given shift (three shifts per day will occur), and an estimated 146 vehicles per day (VPD) will enter and exit the site from Pierpont Street, and 25 VPD from Cameron Mills Road. The streets that front the site are generally low-volume residential streets, and will be able to accommodate the increased capacity at the new station.

H. Modifications

As part of this DSUP, two modifications are requested to regulations in the Zoning Ordinance for the allowance of an accessory structure forward of the front building line (dumpster and enclosure) and in the side yard setback (generator). Pursuant to Section 11-416, the Planning Commission may approve these modifications if they determine that such modifications:

1. Are necessary or desirable to good site development;

2. That specific and identified features of the site design compensate for the impacts otherwise protected by the regulations for which the modification is sought; and
3. That such modification will not be detrimental to neighboring property or to the public health, safety and welfare.

Modification for dumpster and enclosure placement front of the building line

The new facility will be adequately served by a front-load dumpster, which will adequately accommodate refuse from the “round-the-clock” personnel at the station. The approximately 10-foot by 10-foot enclosure will stand less than 7 feet tall and be constructed of red brick, and will be accessed by a gate facing the parking area. The location of the dumpster was determined by several site constraints, including the size and orientation of the proposed station, access to and location of the parking areas, and the three front yards (and frontages) of the site. The dumpster will be placed in the main parking area accessed from Pierpont Street, which can be considered a “secondary” frontage street based on the building orientation (the main entrance on Cameron Mills Road, and the longest frontage along Monticello Boulevard).

Section 7-103(A) of the Zoning Ordinance states that “No accessory use or structure shall be located forward of the front building line.” Based on the criteria listed above that Planning Commission uses to approve modifications, staff supports this modification for the following reasons:

1. The location is the best functionally for the site, allowing for refuse storage and pickup in a portion of the site that is accessible but not overly conspicuous from the adjacent streets. The dumpster enclosure is located 56 feet from the sidewalk on the western edge Pierpont Street right-of-way and approximately 105 feet from the adjacent property lines to the north and east. The dumpster was shifted closer to the building and farther south from the neighbor to the north on Pierpont Street in more recent submissions to mitigate visual and noise-related impacts on the neighborhood.
2. The dumpster will be located 5 feet from the building wall, and is not located in a front yard. To further mitigate the impact of the dumpster will be its placement in an enclosure that will appear as a part of the building scheme, with matching brick and mortar. Additionally, the dumpster and enclosure will be screened from the street frontages by shade trees and landscaping to the east and south.
3. The dumpster is located in a portion of the site that is at least 100 feet from adjacent property lines while remaining accessible for refuse pickup.

Modification for generator placement in the side yard setback

AFD and DGS are requesting a generator that can fully power the station and apparatus bays in the event of a power outage. The dimensions of the generator are approximately 20.5 feet long by 6 feet wide and approximately 11 feet tall, and will be located on a concrete pad that will be approximately 28 feet long by 12 feet wide.

The proposed placement is in the side yard to the north of the site, directly north of the northern building wall for the apparatus support area. The northern building wall is proposed to be located at the “building restriction line,” or side yard setback line. Setback requirement is 25 feet for side yard; the generator will be located 15 feet from property lines to the north. The generator is located no closer than approximately 40 feet from the nearest wall of the houses located to the north of the property line.

The proposed location of the generator must be accessible and at grade, and site constraints have limited the potential placement. Other potential locations that have been studied:

- The northwest portion of the Pierpont Street parking area. Locating the generator here, however, would reduce available parking by three spaces.
- Locating the generator between the loading area and the eastern building wall (directly to the northwest of the dumpster enclosure) was originally sought as the location, though the size of the proposed generator now precludes this location.
- The greenspace directly to the south of the dumpster and enclosure. The location of the generator in this space would require the same modification as the dumpster, and would increase visual attention to the dumpster and generator.

Section 7-103(B) of the Zoning Ordinance states that “No accessory use or structure shall be located in a required rear or side yard.” Based on the criteria listed above that Planning Commission uses to approve modifications, staff supports this modification for the following reasons:

1. While not ideal, the proposed location of the generator is integral to building and site design. Functionally, it is located close to the building, but not by one of the three building frontages. The proposed station, which will occupy most of the “buildable area” (area outside of the required yards) of the site, does not allow the placement of the generator in a more centralized or less conspicuous location.
2. The visual impact of the generator will be mitigated screening from ornamental and evergreen trees between the generator and the property lines to the north.
3. The impact of the generator will be minimized from the measures taken in B. above, and the impact will not be detrimental to neighboring properties.

I. Special Use Permit Requests

Two Special Use Permits (SUPs) are requested with the development application: an SUP for the expansion of the existing noncomplying fire station in the R-8 zone, and an SUP for a parking reduction of 10 spaces.

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve Special Use Permits (SUPs), three of which are included with this application. The Zoning Ordinance requires that the approval of the SUPs associated with the development application:

1. Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use;

2. Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and
3. Will substantially conform to the master plan of the city.

Expansion / intensification of the noncomplying fire station

The primary SUP request that is connected with this development proposal is for the expansion of the fire station in a zone where it is considered noncomplying. As demonstrated in Table 1 in subsection C. of Staff Analysis, City fire stations are located in residential, commercial and CDDs, and are often noncomplying uses. The fire station is considered a noncomplying use based on Section 12-300 of the Zoning Ordinance. Section 12-302 states that “a special use permit is required for the physical expansion, enlargement, or intensification of a noncomplying use.”

Based on the criteria City Council considers in their approval of SUPs, staff supports this approval due to the following:

1. The expansion of the noncomplying fire station will not adversely affect neighborhood based on any expanded operations. The expanded fire station will help to better bring the station into current standards. The service area for Station 3 is residential and generally “built-out,” so no significant intensification of operations is expected.
2. The fire station is an existing use, and its intensification and enlargement will occur within the stringent development limits of the R-8 zone, which allows only a 0.35 FAR and requires significant yard setbacks, which will be met, minus the placement of the generator. Additionally, the fire station architecture is compatible with the character of the existing fire station and neighboring residences.
3. The expansion of the fire station does not require an SUP for increased FAR, and is the continuation of existing use identified in the 1992 North Ridge / Rosemont Small Area Plan.

Parking Reduction

AFD and DGS request a parking reduction of 10 spaces. This figure is based on the zoning requirement of 24 spaces (one space per 450 square feet of governmental office [excluding the apparatus bays] in Parking District 2), and the 14 provided spaces located in the two parking areas of the site. The proposed site layout allows for 14 spaces to be placed on either side of the driving aisle through the site, on the east or west sides of the building. AFD has worked with the project architect to design the station to accommodate a maximum of 12 personnel on a given shift. The provided parking should accommodate the vehicles of fire personnel on a given shift.

Based on the criteria City Council considers in their approval of SUPs, staff supports this approval due to the following:

1. The 14 spaces to be included on the redeveloped site will be adequate to fulfill the parking demand of the highest-staffed shift at the facility, which will be 12 personnel.

2. The parking demand will be accommodated on-site, and the parking reduction will not force personal vehicles from fire station personnel onto the street. If any overflow parking is needed, the block of Monticello Boulevard fronting the station can accommodate an extra eight vehicles (on the north side of the street). The south side of the block fronts the Westminster Presbyterian Church, and not any residences.
3. Approval of the parking reduction is necessary to adequately design and construct the fire station expansion, including maintaining greenspace on the site. The fire station use is consistent with the Master Plan.

J. Fiscal Impact

The total project budget is \$7.9 million dollars. Design and engineering costs for the fire station were funded in fiscal year (FY) 2016 for \$1 million. Temporary facilities, demolition, construction and contingencies are funded in fiscal year (FY) 2018 for \$6.9 million. There are no additional funds allocated for vehicles or firefighting equipment. Adjustments for facility maintenance and operational costs will be proposed in the fiscal year (FY) 2019 operating budget request of the City Manager.

K. Five-year Approval Window

Planning & Zoning staff has recommended the approval for the proposed development be granted a 5-year (60-month) approval window to commence “substantial construction,” as discussed in Section 11-418 of the Zoning Ordinance. The basis for the support of extending the approval window relates to funding for City projects through the Capital Improvement Program (CIP). As mentioned in the Fiscal Impact subsection above, Station 3 is funded in the CIP for design and engineering costs, temporary facilities, demolition, construction and contingencies, though other operational and capital costs may need to be funded in future fiscal years in order to fully cover construction and fully operate the new facility. The extended approval window provides flexibility for any potential issues that arise with construction.

V. COMMUNITY

The project has been presented to the community several times over the past year, including during the Concept I stage of review. AFD and DGS hosted community meetings at the fire station and George Mason Elementary School. Additionally, the project team presented updates at the North Ridge Citizens Association (NRCA) monthly meetings at Beverley Hills United Methodist Church.

Community Presentations

1. March 31, 2016 – George Mason Elementary
2. April 11, 2016 – NRCA Monthly Meeting
3. October 5, 2016 – Fire Station 3
4. November 14, 2016 – NRCA Monthly Meeting
5. December 15, 2016 – Fire Station 3

6. February 22, 2017 – Federation of Civic Associations

The presentations provided background information on the City's need for a larger, modern fire station and for the temporary station, a timeline for approval and construction, and updates to the site layout and architecture. In attendance at these meetings were representatives from AFD, DGS and P&Z, in addition to the project architect and engineer. These representatives were available to receive valuable feedback, direction and suggestions from neighborhood residents, which translated into an iterative and responsive design process.

As detailed in the Project Evolution subsection (C.) of the Background section, the site layout, architecture and construction planning have evolved with neighborhood input, including from the adjacent neighbors. Direct interactions between neighborhood residents and staff of P&Z, AFD and DGS led to notable changes in the project scheme and proposed implementation, and occurred at the above presentations, as well as through phone and email. The accessibility and cooperation of the project team was cited in NRCA's letter of support for the project, which was sent to the Mayor and City Manager in January.

VI. CONCLUSION

Staff recommends approval of the development site plan and modifications and all associated special use permits subject to compliance with all applicable codes and the following staff recommendations.

Staff: Karl Moritz, Director, Planning and Zoning
Robert M. Kerns, AICP, Chief, Development Division
Dirk H. Geratz, AICP, Principal Planner, Development Division
Michael Swidrak, Urban Planner, Development Division

VII. GRAPHICS

Site Plan



View from the Southwest



View from the Southeast



View from the Northeast



View from the Northwest



VIII. STAFF RECOMMENDATIONS

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated December 21, 2016 and comply with the following conditions of approval.

A. PEDESTRIAN/STREETSCAPE:

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks on Cameron Mills Road and Monticello Boulevard shall be 6 feet and 5 feet on Pierpont Street and on Cameron Mills north of the curb cut.
 - d. Consider use of pervious materials for on-site sidewalks and walkways.
 - e. Sidewalks shall be flush across all driveway crossings.
 - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - g. Provide separate curb ramps at the northeast and northwest legs of the intersection of Pierpont Street and Monticello Boulevard. Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - h. Provide thermoplastic pedestrian crosswalks at Pierpont Street and Monticello Boulevard, to be designed to the satisfaction of the Director of T&ES.
 - i. All new crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. *** (P&Z)(T&ES)

B. OPEN SPACE/LANDSCAPING:

3. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Continue to refine the rear courtyard at the rear door to include a final design of the island planter and plantings.
 - c. Ensure positive drainage in all planted areas.

- d. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. * (P&Z)(RP&CA)
- 4. Provide a site water management plan maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one (1) accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs must be fully accessible and not blocked by plantings, site utilities or other obstructions.* (P&Z)(RP&CA)
- 5. Site furnishings may include benches, bicycle racks, trash and recycling receptacles and other associated features, and shall comply with City Standards, to the satisfaction of the Directors.* (P&Z)(T&ES)

C. TREE PROTECTION AND PRESERVATION:

- 6. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Director of P&Z. (P&Z)
- 7. A fine shall be paid by the responsible contractor in an amount not to exceed \$10,000 for each destroyed tree with at least a 10-inch caliper that is not identified “to be removed” (TBR) on the Preliminary Plan, and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. *** (P&Z)(RP&CA)
- 8. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated December 21, 2016 and reduced if possible to retain existing trees and grades. (P&Z)(RP&CA)

D. BUILDING:

- 9. The building design, including the quality of materials, final detailing, and architectural quality shall be consistent with the elevations dated December 20, 2016 and the following conditions. *(P&Z)
- 10. Continue to work with staff during final site plan review to address design details and provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Refine the East elevation of the two story part of the building to reduce the

- amount of solid wall area and explore ways to add fenestration on the upper floor;
 - b. Refine the south elevation to better incorporate the “porch” roof into the overall design;
 - c. Provide refinements to the north face of the one-story storage wing on the north elevation to break-up the blank facade.
 - d. Refine the screening enclosure of the dumpster and generator areas.* (P&Z)
- 11. Windows shall correctly reflect the architectural style, building type and period that is referenced by the building design. There shall be a minimum setback of glass from the face of sash of 3/8 inches. If shown with a historical muntin pattern, such as 2-over-1, 2-over-2, 6-over-1, etc., such applied exterior muntins shall also:
 - a. Have a minimum depth/projection of 3/8 inches and a maximum width of 1 inch.
 - b. Have a detailed profile that will create a strong shadow pattern;
 - c. Have an integral spacer bar between the panes of glass that matches the muntins in width;
 - d. Corresponding interior muntins are encouraged, but not required.* (P&Z)
- 12. Windows that reflect more modern styles shall be reviewed on an individual basis, but a minimum glass setback from face of sash is required of 3/8 inches. *(P&Z)
- 13. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to placement and color.* (P&Z)
- 14. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building façades, entrance canopy/tower feature, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology at a scale of 1/4 inch = 1 foot (1/4" = 1').* (P&Z)
- 15. Building materials finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the preliminary plan. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building

- materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
- e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
16. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver / Equivalent to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Silver Certification from USGBC (or equivalent) within two (2) years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Silver (or equivalent) for the project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(T&ES)
17. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
18. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)

E. SIGNAGE:

19. Design building mounted signs to relate in material, color and scale of the building on which the sign is displayed to the satisfaction of the Director of P&Z.
- a. The building signs shall be designed of high quality materials.

- b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
- 20. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
- 21. A freestanding monument sign shall be prohibited. (P&Z)
- 22. Install a temporary informational sign as required by Section 11-303(D) of the Zoning Ordinance on the site prior to the approval of the Final Site Plan for the project. The sign shall be displayed until construction is complete or replaced with a temporary sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

F. PARKING:

- 23. Provide 3 U-shaped racks per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. *** (T&ES)
- 24. Locate a minimum of 14 parking spaces on-site. (P&Z)(T&ES)
- 25. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the Final Site Plan. (P&Z)(T&ES)

G. SITE PLAN:

- 26. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 60 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)
- 27. Explore adding pervious paving to parking areas to minimize environmental and visual impacts and to create a more environmentally sensitive solution for the parking lot. (P&Z)
- 28. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:

- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(BAR)
29. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - d. All proposed cobra head light fixtures in the City right of way shall be approved Dominion LED light fixtures.
 - e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - h. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - i. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - j. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - k. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - l. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.

- m. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - n. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)(BAR)
30. Provide a geo-referenced CAD file in .dwg format of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all [elements/layers] are correctly located and will connect.* (P&Z)(DPI)(T&ES)

H. CONSTRUCTION MANAGEMENT:

31. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan.* (T&ES)
32. Submit a construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
- a. Provide a schedule for the temporary closure of Pierpont Street;
 - b. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed;
 - c. Include an overall proposed schedule for construction;
 - d. Include a plan for temporary pedestrian circulation;
 - e. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
 - f. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
33. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to Final Site Plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers

- will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
- b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
34. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
35. Any bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility cannot be maintained on the street adjacent to the site, a detour for bicyclists shall be established and maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
36. No major construction staging shall be allowed within the public right-of-way on Cameron Mills Road or Monticello Boulevard. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
37. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
38. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. Adjoining property owners, civic associations, and the Departments of P&Z and T&ES shall be notified at least 10 business days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z)(T&ES)
39. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
40. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number,

- of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
41. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
 42. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)
 43. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved Final Site Plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)
 44. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting any certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)
 45. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

I. WASTEWATER / SANITARY SEWERS:

46. The applicant shall submit a letter to the Director of Transportation & Environmental Services prior to release of the Final Site Plan acknowledging that this property will participate, if the City adopts a plan prior to release of the building permit, to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run Trunk Sewer sanitary sewer shed. (T&ES)
47. Provide an oil and grease separator for the vehicle wash, and the discharge from the separator shall be connected to a sanitary sewer. (T&ES)

48. Submit two (2) originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)

J. SOLID WASTE:

49. In order for the City to provide solid waste collection service, the development must meet all the minimum street standards. The containers must be placed within an enclosure that completely screens them from view. Provide containers that are compatible with City collection system and approved by the Director of T&ES. (T&ES)
50. Where the City of Alexandria provides the solid waste collection services. The official setout location of the containers shall be approved by the Director of T&ES. (T&ES)

K. STREETS / TRAFFIC:

51. Preferably a separation of 150', with a minimum of 100' between the beginning of street corner radius and any driveway apron radius shall be maintained on arterial and collector roadways; however, a minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained on residential streets. Additional curb cuts are not recommended since these will impede traffic flow. (T&ES)
52. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
53. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
54. Show turning movements of standard vehicles in the parking lots. Show turning movements of the largest vehicle projected to access the site. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
55. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet shall have wheel stops. (T&ES)

L. UTILITIES:

56. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)

M. SOILS:

57. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)

N. WATERSHED, WETLANDS, & RPAs:

58. The project site lies within Four Mile Run Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events. (T&ES)
59. The stormwater collection system is located within the Four Mile Run watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
60. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA (where applicable) as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

O. STORMWATER MANAGEMENT:

61. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
62. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)

63. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to issuance of the final certificate of occupancy, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. *****(T&ES)
64. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
65. Submit two (2) originals of the Stormwater Detention Facilities Maintenance Agreement to include the appropriate Maintenance Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan.* (T&ES)
66. The Applicant shall be responsible for inspecting and maintaining stormwater Best Management Practices (BMPs) until acceptance of the facilities by the City. *****(T&ES)
67. The Developer shall furnish the City with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; and manufacturer contact names and phone numbers. (T&ES)
68. Submit a copy of the Operation and Maintenance Manual to the Stormwater Management Division on digital media prior to issuance of the final certificate of occupancy. *****(T&ES)
69. Prior to issuance of the final certificate of occupancy, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. *****(T&ES)

P. CONTAMINATED LAND:

70. Indicate whether or not there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES)
71. If environmental site assessments or investigations discover the presence of contamination on site, the Final Site Plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. [Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review. (Include if applicable.)]
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
72. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of

Transportation and Environmental Services. This shall be included as a note on the Final Site Plan. (T&ES)

73. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)

Q. NOISE:

74. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
75. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

R. AIR POLLUTION:

76. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
77. No material may be disposed of by venting into the atmosphere. (T&ES)
78. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

S. AUTOMOTIVE:

79. Vehicle wash facilities must be equipped with a water recycling system. The building official shall approve such a system. Any car washing activity must drain to the sanitary sewer system with prior approval from Alexandria Renew Enterprises, or be covered by a VPDES permit for discharge into the storm sewer. (T&ES)
80. Provide a plan that shows the method of connection for the discharge of vehicle wash to an approved sanitary sewer system and proper disposal of rainwater to the storm sewer system. In case the applicant chooses to install commercial car washing equipment, such equipment shall be equipped with a water recycling system approved by the building official. (T&ES)

81. All waste products including but not limited to organic compounds (solvents), motor oil, compressor lubricant and antifreeze shall be disposed of in accordance with all local, state and federal ordinances or regulations and not be discharged to the sanitary or storm sewers or be discharged onto the ground. (T&ES)
82. Comply with the City of Alexandria Best Management practices manual for automotive related industries. A copy can be obtained by contacting the Office of Environmental Quality at 703-746-4065. (T&ES)

T. ARCHAEOLOGY:

83. *Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of historic or prehistoric artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
84. *The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays.
85. The statements in archaeology conditions above marked with an asterisk "*" shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Basement/Foundation Plans, Demolition, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheet piling and Shoring) so that on-site contractors are aware of the requirements.

CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Planning and Zoning

- C - 1. As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request final certificate of occupancy. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2. Issuance of the temporary and final certificates of occupancy are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after initial acceptance of the landscaping. **** (P&Z) (T&ES)

Transportation and Environmental Services

- F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of

- putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 2. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- F - 7. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 8. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public

- Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F - 9. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 10. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6 inch clearance shall be encased in concrete. (T&ES)
- F - 11. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 12. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers

- and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 13. Dimensions of parking spaces, aisle widths, etc. within the parking lots shall be provided on the plan. (T&ES)
- F - 14. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 16. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 17. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)
- F - 18. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
- a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *
- F - 19. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1. Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2. Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater

- quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3. Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4. Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5. Per to the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 6. Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7. Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access:

- provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 8. The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 9. The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 10. The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 11. Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 12. Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 13. Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 14. The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of

- California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 15. All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 16. All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 17. All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 18. The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 19. All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
- Section 11-5-4(b) (19) further restricts the Pile Driving to the following hours:
- d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays.
- Section 11-5-109 restricts work in the right of way for excavation to the following:
- g. Monday through Saturday 7 AM to 5 pm
 - h. No excavation in the right of way is permitted on Sundays. (T&ES)
- C - 20. The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 21. The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

- C - 22. All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP) _for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. *(T&ES)
- C - 23. If disturbance exceeds 1 acre, the applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES)

VAWC Comments:

1. Please indicate proposed fire service line size (8" or 6"). Please note that the existing water main at Monticello Blvd is 6" transit pipe (please see attached as-built sketch).
2. At final review, please annotate existing service line to be abandoned.
3. Proposed outside meter box shall be located at sidewalk behind curb. Please note that we do not allow a 3" or 10" service line (service line from street main to meter). The standard size shall be copper (Type K/L, 3/4", 1", 1.5", and 2") or DICL (ductile iron cement lining, 4", 6", 8", 12", 16" etc.). After meter setting, developer may design pipe size in accordance with City plumbing/building/fire code.

AlexRenew Comments:

1. Ensure all discharges are in accordance with the City of Alexandria Code 4035.
2. The Applicant shall coordinate with City of Alexandria T&ES to insure that planned flow capacity does not exceed City of Alexandria allotted AlexRenew plant capacity of 21.6.
3. The Applicant shall coordinate with City of Alexandria T&ES to ensure to AlexRenew in writing that proposed additional flow does not exceed capacity in AlexRenew Commonwealth Interceptor during wet & average flow conditions.

4. Dewatering and other construction related discharge limits could be regulated by AlexRenew Pretreatment. Engineer/Owner is required to contact Alexandria Renew Enterprises (AlexRenew) Pre-Treatment Coordinator, (703) 549-3382 ex: 2264.

Fire Department

- F - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.

Code Administration (Building Code):

- F - 1. Once the applicant has filed for a building permit and additional information has been provided, code requirements will be based upon the building permit plans and the additional information submitted. If there are any questions, the applicant may contact Charles Cooper, Plan Review Division at Charles.cooper@alexandriava.gov or 703-746-4197.
- C - 1. A building, trade permits and inspections are required for this project.
- C - 2. New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 3. The Applicant shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.
- C - 4. Accessibility requirements are required to be met for new construction.
- C - 5. Accessible access aisle cannot overlap with a vehicular way as proposed for accessible space located next to dumpster enclosure. Provide an alternative design that will meet the building code regulation for accessible parking spaces in next submittal. The space will need to meet the accessibility requirement as it relates to the size of the space, its connected access aisle and accessible route.

Police

- R - 1. A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703-746-6360
- R - 2. Any proposed shrubbery is to have a maximum height of 36 inches when they are fully mature.

- R - 3. No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals.
- R - 4. Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance.
- R - 5. Any proposed trees will not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity.

Archaeology

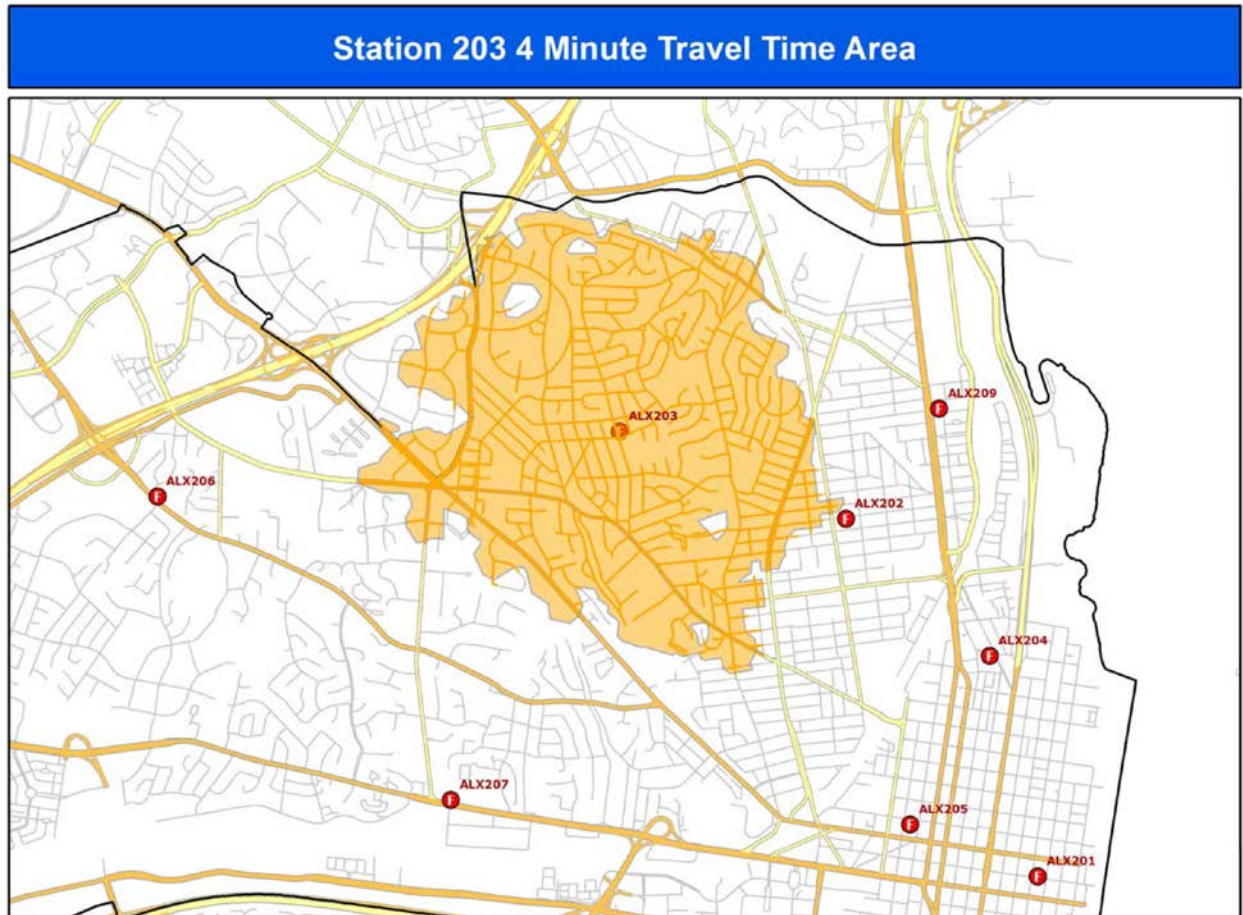
- F - 1. Between the 1860s and 1939, historic maps suggest that this particular area of Alexandria remained undeveloped. During the Civil War a detailed map of the area shows several roads crisscrossing the area, and the John Lloyd estate located several hundred feet to the east. Aerial maps throughout the first half of the twentieth century indicate that the tract of land was forested until the 1940s when a structure was built on the lot, although a farm road precursor to Cameron Mills Road was in use in the early twentieth century. While there is no direct evidence of historic activity taking place on the property prior to the mid-twentieth century, the elevated, well drained tract could have attracted settlement before the Civil War. Also, given its location on a terrace overlooking tributaries of Four Mile Run and Timber Branch, the setting is the type of landform that often attracted temporary prehistoric settlement.
- F - 2. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Asterisks denote the following:

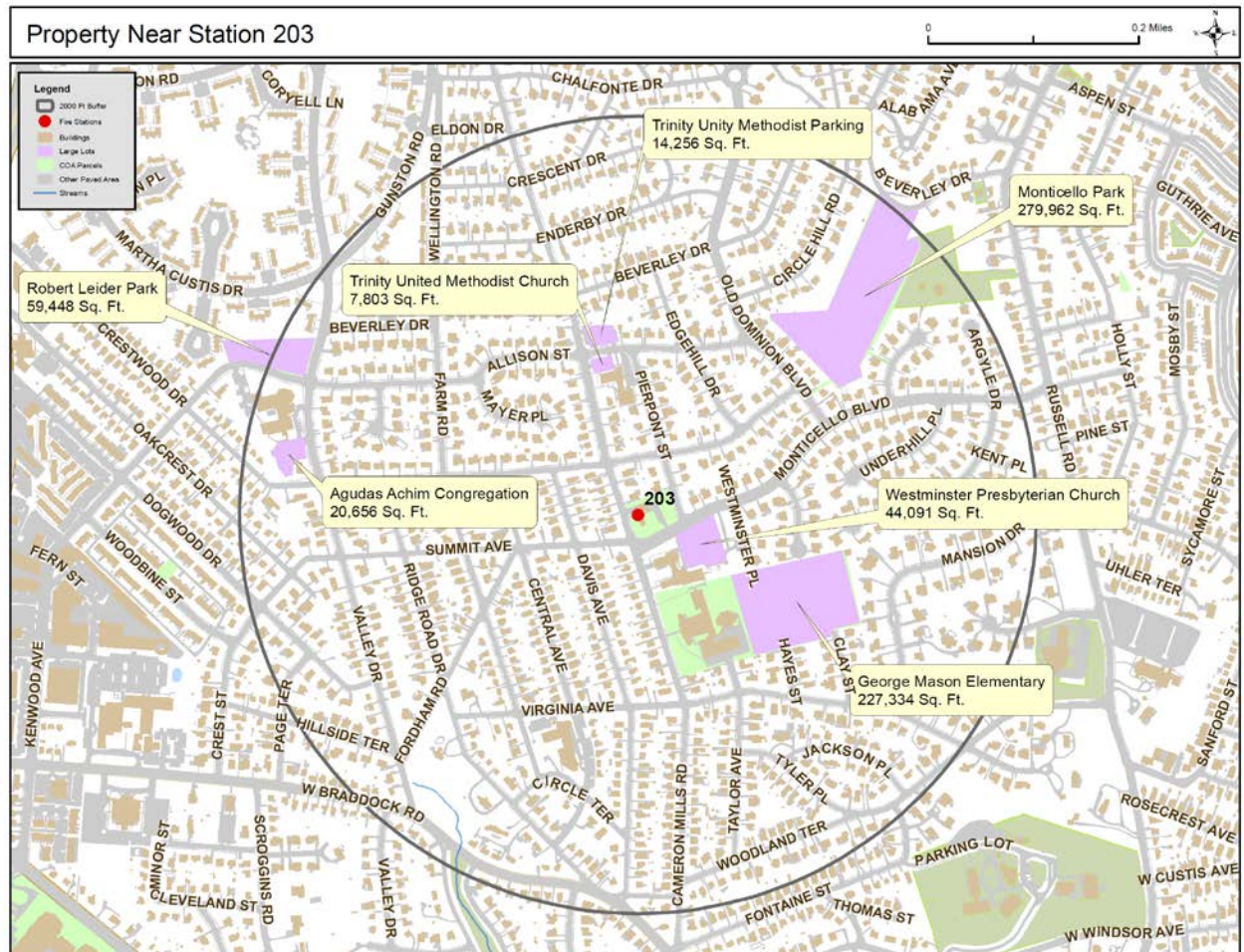
- * Condition must be fulfilled prior to release of the Final Site Plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the temporary certificate of occupancy
- **** Condition must be fulfilled prior to release of the final certificate of occupancy

IX. ATTACHMENTS

Attachment 1: Station 3 Four-Minute Travel Time Area Map



Attachment 2: Potential Locations for Temporary Station During Construction





APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2016-0010

Project Name: CAMERON MILLS FIRE STATION NO. 3

PROPERTY LOCATION: 2801 CAMERON MILLS ROAD, ALEXANDRIA, VA 22302

TAX MAP REFERENCE: 023.03-07-26

ZONE: R-8

APPLICANT:

Name: CITY OF ALEXANDRIA

Address: 110 N. Royal St., Alexandria, Virginia 22314

PROPERTY OWNER:

Name: CITY OF ALEXANDRIA

Address: 110 N. Royal St., Alexandria, Virginia 22314

SUMMARY OF PROPOSAL DEMOLISH EXISTING FIRE STATION AND CONSTRUCT A NEW FIRE STATION ON THE SAME PROPERTY.

MODIFICATIONS REQUESTED 1. A MODIFICATION TO ALLOW AN ACCESSORY STRUCTURE FORWARD OF THE FRONT BUILDING LINE FACING PIERPONT ST. 2. MODIFICATION TO ALLOW A GENERATOR AND ENCLOSURE IN THE REQUIRED SIDE YARD.

SUP's REQUESTED 1. A DEVELOPMENT SPECIAL USE PERMIT AND SITE PLAN WITH MODIFICATIONS TO EXPAND A NONCOMPLYING FIRE STATION IN THE R-8 ZONE
2. A SPECIAL USE PERMIT FOR A PARKING REDUCTION OF 10 SPACES

☒ **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

☐ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

☒ **THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Donna Poillucci

Print Name of Applicant or Agent

110 N. Royal St.

Mailing/Street Address

Alexandria, Virginia 22314

City and State Zip Code

Signature

703-746-3213

Telephone #

Fax #

donna.poillucci@alexandriava.gov

Email address

12-20-2016

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is: (check one)

☒ the Owner ☐ Contract Purchaser ☐ Lessee or ☐ Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than three percent.

If property owner or applicant is being represented by an authorized agent, such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

- ☐ **Yes.** Provide proof of current City business license.
- ☐ **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

- 2. Narrative description.** The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. (Attach additional sheets if necessary.)

THE EXISTING FIRE STATION WAS BUILT IN 1948. THE FACILITY IS 5,910 SQUARE FEET, TWO STORY AND PARTIAL BASEMENT, BRICK MASONRY VENEER WITH WOOD FRAME, AND WOOD FRAMED ROOF LOCATED ON A 39,779 SQUARE FOOT SITE. THE EXISTING STATION CONTAINS TWO (2) BAYS TO HOUSE AN ENGINE, A LADDER TRUCK AND AN EMERGENCY MEDICAL SERVICES (EMS) SUPERVISOR VEHICLE. THIS PROJECT PROPOSES TO DEMOLISH THE EXISTING FACILITY AND CONSTRUCT A NEW FACILITY TO UPDATE TO CURRENT STANDARDS & IMPROVE THE OPERATIONS & FUNCTIONALITY OF THE STATION.

THIS PROJECT PROVIDES FOR THE DESIGN AND CONSTRUCTION OF A NEW FIRE STATION TO REPLACE THE EXISTING FIFTY (50) YEAR OLD STATION WITH A NEW ENERGY EFFICIENT BUILDING WITH A SUSTAINABLE DESIGN CRITERIA AND MODERN TECHNOLOGY. THIS PROJECT WILL ALLOW FOR MODERN APPARATUS TO BE STATIONED AT THIS LOCATION THAT IS NOW CURRENTLY RESTRICTED BY THE EXISTING BUILDING SIZE AND ORIGINAL CONSTRUCTION LIMITATIONS THAT DOES NOT ACCOMMODATE TODAY'S FIRE DEPARTMENT OPERATIONS. THE NEW FIRE STATION MUST INCORPORATE LIVING SPACE FOR 24/7 OPERATIONS. PREVIOUSLY NAMED "FIRE STATION 203" WILL FORMALLY BE NAMED "FIRE STATION 3".

THIS PROJECT WILL BE CONSTRUCTED ON CITY OWNED PROPERTY AND SHALL BE DESIGNED AND BUILT TO ACHIEVE US GREEN BUILDING COUNCIL'S (USGBC) LEED SILVER RATING & THE CITY'S GREEN BUILDING POLICY, AT A MINIMUM, WITH IMPROVED ENERGY EFFICIENT STANDARDS THROUGHOUT THE BUILDING. THE PROJECT WILL REQUIRE THE FOLLOWING MODIFICATIONS/WAIVERS:

1. A DEVELOPMENT SPECIAL USE PERMIT AND SITE PLAN WITH MODIFICATIONS TO EXPAND A NONCOMPLYING FIRE STATION IN THE R-8 ZONE(PER SECTION 12-300 OF THE ZONING ORDINANCE).
- 2.A SPECIAL USE PERMIT FOR A PARKING REDUCTION OF 10 SPACES(PER SECTION 8-200 OF THE ZONING ORDINANCE)
3. A MODIFICATION TO ALLOW AN ACCESSORY STRUCTURE FORWARD OF THE FRONT BUILDING LINE FACING PIERPONT ST.
4. A MODIFICATION TO ALLOW A GENERATOR AND ENCLOSURE IN THE REQUIRED SIDE YARD.

3. How many patrons, clients, pupils and other such users do you expect?

Specify time period (i.e., day, hour, or shift).

N/A

4. How many employees, staff and other personnel do you expect?

Specify time period (i.e. day, hour, or shift).

15 staff on each shift

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
7	24		

6. Describe any potential noise emanating from the proposed use:

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

NOISE GENERATED FROM FIRE APPARATUS WILL BE THE SAME AS THE CURRENT NOISE LEVELS

B. How will the noise from patrons be controlled?

TO OCCUR ONLY DURING EMERGENCY OPERATIONS

7. Describe any potential odors emanating from the proposed use and plans to control them:

NO POTENTIAL ODORS WILL BE PRODUCED FROM THIS FIRE STATION

8. Provide information regarding trash and litter generated by the use:

- A. What type of trash and garbage will be generated by the use?
TYPICAL OFFICE PAPER, WASTE FROM KITCHEN AND CAFETERIA FACILITY

- B. How much trash and garbage will be generated by the use?
10 POUNDS PER DAY ESTIMATED

- C. How often will trash be collected?
ONCE TO TWICE A WEEK VIA DUMPSTER PICKUP

- D. How will you prevent littering on the property, streets and nearby properties?
THERE WILL BE NO OUTSIDE TRASH CANS. TRASH FROM INSIDE WILL BE CONTAINED IN THE DUMPSTERS.

9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

☐ Yes. ☒ No.

If yes, provide the name, monthly quantity, and specific disposal method below:

N/A

10. Will any organic compounds (for example: paint, ink, lacquer thinner, or cleaning or degreasing solvent) be handled, stored, or generated on the property?

☐ Yes. ☒ No.

If yes, provide the name, monthly quantity, and specific disposal method below:

11. What methods are proposed to ensure the safety of residents, employees and patrons?

TYPICAL EMERGENCY VEHICLE OPERATIONS

ALCOHOL SALES

12. Will the proposed use include the sale of beer, wine or mixed drinks?

☐ Yes. ☒ No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

24

B. How many parking spaces of each type are provided for the proposed use:

12 Standard spaces
 Compact spaces
2 Handicapped accessible spaces
 Other

- C. Where is required parking located? (check one) ☒ **on-site** ☐ **off-site**

If the required parking will be located off-site, where will it be located?

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the **Parking Reduction Supplemental Application**.

14. Provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance?

- B. How many loading spaces are available for the use?
NONE

- C. Where are off-street loading facilities located?
N/A
-

- D. During what hours of the day do you expect loading/unloading operations to occur?
N/A
-

- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
N/A
-

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

PROPOSED STREET ACCESS IS ADEQUATE ON CAMERON MILLS AND PIERPONT

From: Michael Swidrak
Sent: Friday, February 24, 2017 11:59 AM
To: Kristen Walentisch
Subject: FW: FS 203 - Neighbor Acknowledgement Form
Attachments: 2809 Pierpont (Owner).pdf; 2809 Pierpont (Resident).pdf; 2808 Pierpont (Owner).pdf

Mike
703.746.3813

From: Michael Cross
Sent: Wednesday, February 22, 2017 8:59 PM
To: Dirk Geratz; Michael Swidrak
Cc: Donna Poillucci; William Mann; David Povlitz
Subject: FW: FS 203 - Neighbor Acknowledgement Form

Dirk/Mike,

I have reached out on numerous occasions to the property owners and residents with driveway access from the 2800 block of Pierpont Street. I have received back three acknowledgement responses (attached)

- 2808 Pierpont – Jennifer Dougherty (Owner/Resident) – Expressed concerns about resident access to parking and wants parking conditions.
- 2809 Pierpont – Lisa Remsa (Tenant/Resident) – Expressed concern for ACPS alternative busing for her special needs child.
- 2809 Pierpont – Stephanie Mudge (Owner/Non-resident) – Expressed several comments about the overall project. The comment relevant to street closure is centered around construction traffic and parking.
- 610 Crestwood Drive – Kevin and Kara Smith (Owner/Resident) – No comments provided.

Michael Cross, Battalion Chief
Logistics Section

Alexandria Fire Department
900 Second Street
Alexandria, VA 22314
Office: 703.746.5277
Cell: 703.926.4157
Email: Michael.Cross@AlexandriaVA.gov

From: Michael Cross
Sent: Monday, January 30, 2017 6:51 AM
To: Erin Kistner <Erin.Kistner@alexandriava.gov>
Cc: David Povlitz <David.Povlitz@alexandriava.gov>; Donna Poillucci <Donna.Poillucci@alexandriava.gov>
Subject: RE: FS 203 - Neighbor Acknowledgement Form

Erin,

I visited each of the residents that live at the homes with driveway access from the 2800 block of Pierpont Street on Saturday afternoon. All three residents were willing to respond to the written acknowledgement request. One of the residents is a tenant, and she provided the owner's information. I will be reaching out today.

- 2808 Pierpont – Jennifer Dougherty (Owner/Resident) – She completed a form (attached). She is not opposed to closing of Pierpont Street, but she is concerned about resident access to parking. She wants parking conditions in writing to lift her objections. Her cell phone is 703.282.7757.
- 2809 Pierpont – Lisa Remsa (Tenant/Resident) – She will be contacting me today to pick up the completed form. Her contact information is (email) lisaremsa@gmail.com and (cell) 818.808.3967.
- 2809 Pierpont – Stephanie Mudge (Owner/Non-resident) – She lives in California. I will contact her to ask for a completed form. I will provide the most recent version of the community presentation, URL to the web information, and the acknowledgement form. Her contact information is (email) Stephanie.mudge@gmail.com and (phone) 530.312.5842.
- 610 Crestwood Drive – Kevin and Kara Smith (Owner/Resident) – They will be contacting me today to pick up the completed form. His contact information is (email) kevingordonsmith@gmail.com.

Michael Cross, Battalion Chief

Logistics Section

Alexandria Fire Department

900 Second Street

Alexandria, VA 22314

Office: 703.746.5277

Cell: 703.926.4157

Email: Michael.Cross@AlexandriaVA.gov

From: Erin Kistner

Sent: Wednesday, January 25, 2017 11:09 AM

To: Michael Cross <Michael.Cross@alexandriava.gov>

Cc: David Povlitz <David.Povlitz@alexandriava.gov>

Subject: FS 203 - Neighbor Acknowledgement Form

Hi Mike,

Could you give me a shout when you're back in the office? It's in regards to the attached neighborhood acknowledgment form that Planning & Zoning needs to have filled out by the people who are directly impacted by the street closure on Pierpont (ie: have driveways that face it) before the March hearing.

I was hoping that maybe someone at the department who is there in the evening would be able to see when folks are home from work and could help me get these signed? I also figured that they might be more likely to answer the door if they see that it's one of you!

If not, I'll figure something out! Just let me know.

Thanks in advance,

Erin Kistner

Project Manager

Alpha Corporation

978.808.3694 Mobile

ACKNOWLEDGEMENT OF TEMPORARY STREET CLOSURE FOR CONSTRUCTION

Project Name/Location: CAMERON MILLS FIRE STATION 3
2801 CAMERON MILLS ROAD
ALEXANDRIA, VA 22302



Street Closure Location: PIERPONT STREET BETWEEN CRESTWOOD DRIVE AND
MONTICELLO BOULEVARD

PROPERTY OWNERS ACKNOWLEDGEMENT

Objection: Yes ☐

No ☐

Property Owner Name (Please Print):

J. Dougherty

Address:

2808 Pierpont

Mailing Address (if different from adjacent property where curb cut is requested):

Property Owner Signature:

Date:

If objecting, give reason:

Objecting until certain conditions/
promises are put in writing to me.
1) PARKING for Second/Third fire meet.
2) NO CONSTRUCTION PARKING on Pierpont
3) NO FIRE PERSONNEL PARKING on Pierpont
(Involved in early morning shift changes)

I do not want to mean to hold up the
process but signing anything until these
are put in writing to me as previously
discussed is needed first. I can meet
this week or be contacted at 703-282-7757
Jennifer Dougherty

ACKNOWLEDGEMENT OF TEMPORARY STREET CLOSURE FOR CONSTRUCTION

Project Name/Location: CAMERON MILLS FIRE STATION 3
2801 CAMERON MILLS ROAD
ALEXANDRIA, VA 22302



Street Closure Location: PIERPONT STREET BETWEEN CRESTWOOD DRIVE AND
MONTICELLO BOULEVARD

PROPERTY OWNERS ACKNOWLEDGEMENT

Objection: Yes X ☐ No ☐

Property Owner Name (Please Print): Stephanie Mudge, Administrator of the Estate of Susan P. Mudge
Address: 2809 Pierpont St. Alexandria, VA 22302 / stephaniemudge@gmail.com

Mailing Address (if different from adjacent property where curb cut is requested): 304 1st St, Davis, CA 95616

Property Owner Signature: _____ Date: _____

If objecting, give reason:

I have certain concerns that I would like to have addressed before this project gets underway. These are:

- (1) *Recourse in case of loss of income during the construction period.* Our property is a rental property, and is now in the process of being transferred to myself and my sister, Jennifer Mudge, in the wake of our mother's death in June 2016. We are reliant on rental income to pay property-related expenses (mortgage, etc). The proposed construction and temporary street closure will be a significant nuisance for our tenant, and likely puts us at greater risk of losing her. It seems likely that, in that case, we will either have to lower the rent or find a new tenant; in the latter case, it also seems likely that we would have significant difficulty renting the property to a new tenant for the full monthly amount so long as the project is ongoing. I would like to know what recourse we have with the city should the construction and street closure cause a loss of rental income.
- (2) *Noise during construction.* I understand that a project of this nature will unavoidably involve noise. But, partly for reasons related to concern (1), above, I would like to be informed of the scheduled start and end times of construction activity and, should our tenant have a noise-related complaint or request, how (or with whom) she would register that complaint or request.
- (3) *Traffic on Pierpont Street during construction.* My understanding is that construction vehicles will not enter or exit the site via Pierpont Street, that the entry/exit of the temporary structure will face Monticello Blvd, and that the temporary structure will not block pedestrian access from 2809 to Monticello Blvd. Please confirm that this understanding is correct.
- (4) *Traffic and noise after project completion.* My understanding is that, once the project is completed, one of two of the new station's entry points will be on/off Pierpont Street, but that the main point of exit for emergency vehicles will remain Cameron Mills Rd. This is fine, but I do have concerns about noise and traffic on Pierpont St nonetheless, and would like to know what recourse residents/tenants will have if that is a problem.
- (5) *Impact on property value.* I would like to know if any research has been done on the impact of the project on the value of properties near the new station. My understanding is that, since the use is not changing, there should be no impact, but I would like to know if there has been a discussion of this matter, and if there are any estimates of possible impact.

Department of General Services

ACKNOWLEDGEMENT OF TEMPORARY STREET CLOSURE FOR CONSTRUCTION

Project Name/Location: CAMERON MILLS FIRE STATION 3
2801 CAMERON MILLS ROAD
ALEXANDRIA, VA 22302

Street Closure Location: PIERPONT STREET BETWEEN CRESTWOOD DRIVE AND
MONTICELLO BOULEVARD

PROPERTY OWNERS ACKNOWLEDGEMENT

Objection: Yes ☐ No ☐

~~Property Owner~~ ^{Tenant} Name (Please Print): Lisa Remsa Address: 2809 Pierpont Street

Mailing Address (if different from adjacent property where curb cut is requested): Alexandria, VA 22302

~~Property Owner~~ ^{Tenant} Signature: L. Remsa Date: 2/17/2017

If objecting, give reason:

Just want to hear ACPS transportation
plan for my special education child. during
the street block-off.

From: Michael Swidrak
Sent: Friday, February 24, 2017 12:03 PM
To: Kristen Walentisch
Subject: FW: NRCA Board Letter of Support for Fire Station 203 Redesign & Staging Plan

From: LYN GUBSER [<mailto:lgubser@comcast.net>]
Sent: Thursday, January 19, 2017 3:39 PM
To: Mark Jinks
Cc: Allison Silberberg; Robert Dubé; David Povlitz; jkline@wgm-arch.com; Robert Kerns
Subject: NRCA Board Letter of Support for Fire Station 203 Redesign & Staging Plan

Mark B. Jinks, City Manager

City of Alexandria

301 King Street

Alexandria, Virginia 22314

Dear Mr. Jinks

As president of Alexandria's North Ridge Citizens Association (NRCA) I am writing to present to you a resolution adopted by our board of directors at its January meeting.

For nearly a year the NRCA has been in close communication with the Alexandria Fire Department's Fire Station 203 Project Team on matters relating to the replacement of the fire station on Cameron Mills Road in the heart of North Ridge. Through three presentations to the NRCA board of directors over more than a year, the AFD has gone well out of its way to solicit community input into the planning and design of this major neighborhood project.

Initial designs were first rebuffed by a significant number of neighbors. Many perceived the proposed architectural design as too modern and industrial to be consistent with the character of a neighborhood of predominantly colonial homes. Officers of the AFD told us that the views of the community would be considered and respected. The project's lead architect, Jeremy Kline of WGM Architects in Annapolis, was asked literally to return to the drawing board and come up with a design that would overcome the objections raised by the initial effort.

Employing many of the architectural elements of the present Fire Station 203, Mr. Klein created a redesign that was immediately accepted by the community. Similarly, through careful and constant communication, the department was able to gain the support even of local residents who will be inconvenienced by the construction phase of the project, including the closing of parts of Pierpont Street and narrowing of Monticello Avenue to provide enough space for temporary quarters and a staging area for construction.

The AFD's consistent cooperative spirit and steady leadership, even in the face of early contentiousness, prompted the NRCA Board to pass unanimously the following resolution at its January 9th meeting:

The North Ridge Citizens Association heartily endorses and supports the final redesign of Fire Station 203 as presented to the public on December 15, 2016. We commend the Alexandria Fire Department, Chief Robert Dubé, Assistant Fire Chief David Povlitz and members of his committee, and lead project architect Jeremy Kline of WGM Architects, for their careful solicitation and acceptance of public input in both the design of the new station and planning for the staging of construction. We are especially appreciative of their consideration of the interests of both immediate neighbors and of the larger North Ridge community.

Sincerely,

Lyn Gubser, NRCA President

703-836-8194

lgubser@comcast.net
citation is attached.

Note: A letterhead copy of the

March 5, 2017

DSUP2016-0010
Additional Materials
3/6/17

To: Planning Commission, The Honorable Mayor and Members of City Council

From: Sally Reams, 525 Monticello Blvd, Alexandria, VA 22305

Subject: Special Use permit #2016-0010, 2801 Cameron Mills Road, Fire Station 203

Unfortunately I will be out of town on March 7 and have another obligation on March 18 so I cannot attend the public hearings scheduled for March 7 or 18 and hope that you will consider my comments/request. As the homeowner of 525 Monticello Blvd, I am keenly interested in the Fire Station 203 project and the proposed Pierpont Street Closure. My primary residence is on the corner of Monticello Blvd and Pierpont Street.

I am 67 years old and I had plans to sell my home and move to a condo until this project geared up. This project impacts the fair market value of home. To get a fair price I will now have to wait about 2 years, until construction is finished, as no one will want to purchase a home with a huge construction project next to it and especially with a temporary fire station 30 feet from my bedroom window.

I previously wrote to the City about this project. However, no one has answered my letter. Some of my questions were answered in a second presentation last Fall, but others, especially those concerning the temporary structure, have not been answered.

It is my hope that you will consider and respond to my comments.

The Fire Dept personnel have been friendly and helpful to me personally over the years and I have always been a fan. However, along with that, I am in the unique situation of being a homeowner impacted by the construction and the proposed temporary operating structure that will be within steps of my master bedroom on the Pierpont side of my home. It is for all these reasons that I am writing to you.

Operating Budget for increased services. It is my understanding that the operating budget for the expanded services has not yet been considered and approved. Why build an expanded facility of increased size before approving an operating budget to support the additional services to be provided? It would be wasteful of taxpayers money to have a large expanded firehouse with a supporting operating budget.

The Temporary Operational Structure. There is no view/elevation drawing of the temporary structure that is to be put in the middle of Pierpont Street, which will be right up to my property line, outside my bedroom window for well over a year.

- What will the temporary structure look like? How tall will it be?
- How close to my property will it be?
- Will I be given a structural monitoring device to monitor and measure any damage to my home due to vibrations from either the construction site or the temporary operational site?
- Given the temporary station and trucks are planned be approximately 30 feet from my bedroom windows, are there any noise reduction materials or measures planned to reduce the noise level of the PA systems used in the current station, and the sounds of the engines?
- Will pedestrians be allowed to walk along the existing sidewalks on both sides of Pierpont or will sidewalks be blocked on both sides?
- I have been told there is no other place to put the temporary operating station besides Pierpont street. There are claims that the city tried, but aside from looking at open space on maps and dismissing that space from consideration, did the City actually meet with and talk to owners of any of those locations? Isn't it enough that adjacent properties have to endure all the construction traffic, without having the temporary station jammed in the middle of Pierpont Street? Can the temporary station be located in a more suitable place, somewhere besides the middle of the street? Was an earnest effort made to find other locations? What places were approached or were all other places just dismissed from consideration?

If you decide to move ahead with putting this temporary station in the middle of Pierpont, I hereby ask that I receive a reduction to my tax assessment for the period of time that the temporary fire station 30 feet from my bedroom window and my property value diminished. Thank you so much for considering my concerns and input. I look forward to a response from you.

Sally Reams

Sally Reams; sallyreams@gmail.com; 703/836-2542

Distribution To:

Alexandria Planning Commission; The Honorable Mayor, Vice Mayor and Members of City